









The *Glen Line's* *Glenary*, from London, left Singapore on the evening of the 22nd Sept., and may be expected here on or about the 20th Sept.

The *China Shipper* *Mutual S. N. Co.*'s steamship *Chingay*, from London and Liverpool, left Singapore on the 23rd Sept., and may be expected here on or about the 20th Sept.

The *O. S. S. Co.*'s *s. Devotion*, from Liverpool, left Singapore on the 23rd Sept., and may be expected here on or about the 20th Sept.

The *E. & A. Co.*'s *s. Guthrie* left Port Darwin on the 22nd Sept., and may be expected here on or about the 1st Oct.

The *O. S. S. Co.*'s *s. Antenor*, from Liverpool, left Singapore on Sept. 26th, and may be expected here on or about the 2nd Oct.

The *P. & O. s. Verona* left Nagasaki for this port on the 26th Sept., and may be expected here on or about the 2nd Oct.

The *P. & O. s. Thetis* left Bombay for this port on Sept. 24th, at 8 a.m.

ORDER OF CHORAL SERVICE, AT ST. JOHN'S CATHEDRAL—17th Sunday after Trinity. Matins:—Venite, Hosanna, Psalm, 138, Benedictus, Agnus Dei, Anthem, 'As pants the hart' (Spohr); Litany; Hymn, 247, Offertory, 273.

Evangelist:—Psalms, Psalms & Cantate, Monks; Deus Mitteratur, Littleton; Hymns, 299, 110 & 33.

The departure of the *s. City of Peking* has been further postponed to Sunday, the 28th inst. (to-morrow) at 3 p.m.

The Rev. G. H. Bondfield will conduct service at the Peak Church on Sunday afternoon at 6 p.m.

The German steamer *Tuichow* reports having been in a typhoon from the 22nd to the 26th inst. in the Gulf of Tonkin.

The Superintendent of the *P. & O. S. N. Co.* informs us that the *s. Peshawar* left Shanghai for this port to-day, at 10 a.m.

Another New Company was registered to-day, the 'Chinese Steam Navigation Co. Ltd.', with a capital of \$300,000 divided into 6,000 shares of \$50 each.

THERE will be a Polo match at Causeway Bay at 5 p.m. on Tuesday, the 30th inst.—1st A. and S. Highlanders v. The Club. The band of the Regiment will be present.

We understand that the Board of Trade have delegated the Bureau Veritas to act on their behalf in assigning load-lines to vessels, under the new Merchant Shipping Act.

A NOTE attached to Dr. Döbereiner's meteorological report to-day explains some new features in the system of storm-signalling which have been adopted at the Observatory.

An advertisement will be found in to-night's issue with reference to the issue of 6,000 debentures by the Société Française des Charbonnages du Tonkin. Applications close on Tuesday, 30th inst.

MESSES Adamson, Bell and Co. inform us that the Canadian Pacific *s. Parthia*, from Vancouver on the 11th inst., arrived at Yokohama on the 26th inst., and will sail from thence to Hongkong via Nagasaki to-morrow, the 29th inst.

ST. PETER'S SEAMEN'S CHURCH.—The Mission Steam Launch *Duypring* will call alongside vessels hoisting Code Pennant C between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service. Returning about 12.30.

HAROLD Schmidt, a German sailor, who was found by Police Constable Moffat yesterday lying in a plantation at Wanchai, was brought before Mr. Wodehouse to-day as a rogue and rags-bag. The lad said he could not get ashore and had no funds. He was sent to the House of Detention.

A THIEF-LAY, named Wong Tak, was sent to gaol for six months, by Mr. Wodehouse to-day, for stealing seven pieces of glass from the windows of House No. 459 Queen's Road West, the property of Messrs Sharp and Co. The prisoner's defence was that he saw another man doing the same thing on the previous day, and he saw no reason why the other person should have a monopoly of it.

NATANO Gianni, an Italian, who has been employed in the Colony for some time as a foreman of works, created a panic at the Hongkong and Shanghai Bank yesterday by calling and stating that he wanted to draw \$150,000,000. Seeing the distress that he caused Gianni said he was in no particular hurry and would wait till the afternoon. The bank officials heaved a sigh of relief as they saw him depart and prayed that he might forget his purpose. He returned in the afternoon, however, and a notice to the police was sent over the bank's special telephone. At the Central Station it seems to have been thought that an attack was being made on the 'great local institution' of which we are all so proud, and a body of police went down at the 'double.' Gianni was brought before Mr. Wodehouse to-day on a charge of disorderly conduct. Sergeant Phelps gave it as his opinion that the defendant was 'off his head,' as he had been talking of buying a church and calling himself a saint. Mr. Wodehouse remanded the case for a week, and ordered Gianni to be kept under observation in the meantime.

By a series of falls in the Midway-Vinohy tunnel on the Glasgow and Edinburgh line, the traffic was diverted for several days.

An Italian fishery station has been set up on the shores of Water Africa for preserving fish. It is said that the Sahara is wonderfully rich in fish.

STIMULATED by the success of Mansfield College, the Oxford Wesleyan College, it is proposed to establish a similar institution at Cambridge for the reception of candidates for the ministry, thus meeting a need which is increasingly felt for more highly trained and better cultured ministers.

The *Shanghai Mercury* of the 22nd inst. says:—Mr. F. Kripa arrived here this afternoon in the *Shogun*, from Chifu, in a cargo of Inspector Ramsey, and was brought to Hongkong Police Station, where he will remain pending examination. The prisoner is in very feeble health, and medical assistance has to be procured for him immediately on his arrival.

A ROBERT has been formed in London for the purpose of promoting the knowledge of yet another universal language. The founder of the new organization is one of the most prominent of the world's most efficient popularizers of the use of Latin, and has determined to seek another solution of the problem. The idea is that Latin could be so modernized as to be adapted to general use. The movement has already secured the adhesion of some well-known authorities on philology abroad, as well as in England, and there is no doubt that the movement will soon be heard of in teaching circles. The project has taken shape so far that several works in the new language are in the press.

The Amsterdam correspondent of the *London & China Express* writes:—Under one of the conditions of the new treaty regarding the condition of the newly-established tobacco undertakings, a great obstacle is the lack of health of the coolies, who die after a short time of working on the plantations. The reason of the death of the large number of workmen must be found in a prejudicial combination of the soil, owing to want of labour the fields cannot be worked, and this will cause a great loss, which is the more to be regretted as the prospects of tobacco cultivation in Borneo were promising so well. The Dutch Government has immediately under the influence of the unfavorable reports, the shares of the North Borneo Tobacco Company declined from 36 per cent. to 44 per cent. For investments in Dutch tobacco companies there was a good demand, and quotations are generally higher.

LYON'S 'War Ships of the World' contains tables showing the value and extent of the mercantile shipping and commerce of the principal countries in relation to their respective navies. The British Empire possesses 6,403 merchant steamers, of gross tonnage of 8,223,828 tons, and 5,683 masted sailing vessels, of a net tonnage of 3,361,252 tons. The approximate value of this merchant navy is £110,000,000. To protect it we have 523 war vessels of all kinds. The United States have 416 steamers, of 517,394 tons, and 2,856 sailing vessels, of 1,306,488 tons, worth in all £8,400,000. France has 626 steamers, of 809,598 tons, and 345 sailing vessels, of 2,650,644 tons, worth in all £9,770,000. Germany has 741 steamers, of 928,911 tons, and 1,135 sailing vessels, of 640,400 tons, worth in all £12,700,000. Italy has 512 steamers, of 300,625 tons, and 1,343 sailing vessels, of 515,942 tons, worth in all £4,400,000. Russia has 230 steamers, of 156,705 tons, and 845 sailing vessels, of 27,265 tons, worth in all £2,300,000; her war navy numbers 162 ships.

THE youngest English mission—that to Korea—which has Bishop Coffe attached, has made a very good start, and its organs, *The Morning Calm*, which in a very broad spirit also sets forth to be a record of all the foreign missions of the Church of England, has a very hopeful beginning. The mission, which is the Bishop only sailed about a month ago, but we gather that the mission so far consists of the Bishop, two priests, Mr. Trollope, and Mr. Kelly, two medical missionaries, Deputy Surgeon General J. Wiles, and E. B. Lamb, M.D., the former in charge of the Hospital Navy Fund, which the Navy contributed, two doctors, and two laymen who have volunteered, and who will assist with the printing-press. According to the Bishop's farewell letter, written on his departure from Liverpool, he is in a very hopeful spirit, and it is evident that he desires to have the authorities of his mission, whether they are spiritual or physical.

In the second issue of *The Morning Calm* we find that a regular Naval Fund for Hospitals in Korea, with a committee to work it, of which H.R.L. the Duke of Edinburgh is president, has been organized, as also an education fund. The first report of a description of Korea is given in this issue.

THE enormous development of English popular journalism has imposed upon newspaper proprietors a vast expenditure on the latest improvements in machinery in order to keep pace with the enormous increase of circulation. *The London Morning News* publishes upwards of 60,000 copies weekly. The paper has been considerably enlarged, and of late is to a certain extent illustrated, with stories and articles by Walter Besant, James Payn, Mrs. Lynn Linton, and other well-known writers appears from week to week. Mr. Gladstone recently contributed an article on the progress of popular education in England—marked appreciation there is noticeable, seeing that *Lloyd's News* is Unionist in its politics, so far as it has any. The latest development of Hoo's American machines has been installed on the premises in Salisbury Square, and there is a fine display of the new machinery.

Mr. Gratton Gray, and others met Mr. H. O. and Mr. Herbert Lloyd, who explained the working of the machines. It produces 20,000 copies an hour, cut and folded. Coils containing five miles of paper, of sufficient width to allow two papers to be printed side by side at the same time, are placed in position, and in a few minutes they are transmitted into neatly-folded papers delivered at the other end of the machine. The speed attained is doubtless that of the famous Walter Machine. It is probable that one of the new Hoo's will be sent to the proprietors of the *Times* to enable that journal to keep abreast of the progress of popular education in England, which are making colossal strides in circulation. *The Daily Telegraph*, which boasts not without reason that it exceeds by 80,000 copies the circulation of any other London paper, is scarcely seen out of the Metropolis, where its readers are, and it is not likely to be sent to the provinces. There is a formidable competitor of the *Times*, which, however, alone has an influential circulation outside the United Kingdom. *The Continental Times* is still the English paper par excellence. It must cost a pang in Printing House Square to replace the Walter Machine by an American Hoo, but sentiment must give way to business consideration in the struggle for life in the modern development of journalism.

The late Mr. Edward Lloyd was the first to bring Hoo's machine from America to England, where they now hold the field against all others, some of which however run the slope.

It was reported at Nagasaki that the *Messiah* *Maru* struck on Opa Idz, 70 miles from Yokohama; but the report requires corroboration, and the vessel which was saved was said to be a quarter-master. —N.O. Daily News.

THE *Australind* on her northward passage to Redoubt Bay, when 8 miles off Redoubt Island, on Sept. 1st, saw a large boat on the island, and shortly afterwards a large fire. Capt. Abrahamson steered for the island and saw two men on shore and a boat on the beach. Sending off a boat three shipwrecked men were brought aboard, Ahnshi and Saiti, Japanese, and Ah Soon, a Chinaman. Sixteen days previously they had left the island, with a well-known German firm in the North on behalf of Berlin bankers. The amount of the loan is understood to be £30,000,000; the term from 20 to 30 years; and the rate of interest £4 1/2 per cent. 1,000 per month, or about the equivalent of 1/2 per cent. per annum. The money is to be payable and repayable in silver. The correspondent states that the loan carries with it the exclusive privilege of supplying a certain quantity of railway material, which will explain the comparatively low rate of interest charged.

THE British Government will not find it a very easy matter to get the *London & China Express* to replace Mr. E. Colborne Baber in the post he held at Bhamo. There are few in the service who possess the necessary qualifications. The experience of some may be pleasant enough in winter time, but it is a dreadful place to live in the hot season. The post is a post of no small importance, as a person is so exhausted in a few years as to be incapable for service anywhere else in the tropical or semi-tropical climate. Complete rest at home for a few years is indispensable to re-establish one's health. By the way it is nearly time we hear from the *London & China Express*. The British Consul-General at Yunnan-Fa, with Commissioners of Customs on our British Burmese frontiers. Shall we have them or shall we let another generation pass away before taking the step? We are to have a Consul at Chungking, but without a general staff, and the staff of the *London & China Express* is not much larger than our prestige or honour.

A NEW York correspondent telegraphs:—The return voyage of the *Tenno* and the *City of New York* has been delayed to-day, both vessels being detained to-day at the dock. Both were delayed on account of the mail. Friends of the passengers numbering many hundreds crowded the pier from early morning, in spite of the rain, and each ship received the shouts of its well-wishers as it left the pier. Both were under way at about nine o'clock. The *City of New York* was being a few minutes later. The captain of the *Tenno* denied any intention of racing across the *Atlantic*, and the captain of the other vessel did the same; but these who saw the former impatiently clamping up and down the bridge as the rival liner went down the bay, and the latter went down the bay, concluded that both of them were intended to be taken in a Pickwickian sense. Later in the day a dispatch from Sandy Hook announced that the *City of New York* had crossed the Bar at 9.42 and the *Tenno* at 10.9. Both ships discharged their pilots and started on the long run. When the *Tenno* dropped anchor at her port of destination, both of them were intended to be taken in a Pickwickian sense. Later in the day a dispatch from Sandy Hook announced that the *City of New York* had crossed the Bar at 9.42 and the *Tenno* at 10.9. Both ships discharged their pilots and started on the long run. When the *Tenno* dropped anchor at her port of destination, both of them were intended to be taken in a Pickwickian sense. Later in the day a dispatch from Sandy Hook announced that the *City of New York* had crossed the Bar at 9.42 and the *Tenno* at 10.9. Both ships discharged their pilots and started on the long run. When the *Tenno* dropped anchor at her port of destination, both of them were intended to be taken in a Pickwickian sense. Later in the day a dispatch from Sandy Hook announced that the *City of New York* had crossed the Bar at 9.42 and the *Tenno* at 10.9. 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the Hong or Shanghai on Ports where there are


Agencies of the Hongkong Post Office.  
General Post Office,  
Hongkong, 1st January, 1890.

+ By means of Postal Notes.

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## Mails.

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STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAHIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;  
AZRO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

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THE PENINSULAR AND ORIENTAL STEAM

Hongkong, Saturday Noon, 27th September, 1890.

Gibbs, L. 1	Mrs A. C. 1
Hutchinson, L.O.I.	Warner, E. T. C. 1
Howard, W. C. 1	Watson, F. 1
Harrison, B. 1	Wallace, G. 1
Garrett, Roy, S.N. 1	Wong Tape 1
Korachal 1	Wilson, W. 1
Kurklander 1	reg. Wilson, W. 1
Kolontzoff, T. 1	Wallace, Miss H. 1
Lewis, S. 1	Williams, H. Med. 1
Long, J. 1	Werner, Miss A. 1
Lampert, J. 1	Zidig, 1

### For Merchant Ships.

Ship	Agent	1st.
Ariza	1 and G. B. Chasney	1
Alice Muir, Bq.	2 reg. Harrow, s.s.	1
Asian, s.s.	1 Iris of London 1	1
Astun, Bq.	1 Imperial	2
Alexandrine, 1	1 Island City 1	1
Comptail, s.s.	1 Jon	1
Alice Mary, Bq.	1 Rambra	1
Altair, Bq.	1 Kitty	1
Bussie 1	1 Lark	1
Ban Sang Guan 2	1 Lucio	1
Chibul, s.s.	1 Lucie	1
Barracones, 1	1 Lancashire, Bq. 1	1
S. V. M., s.s.	1 Nyenza	3
Canton, s.s.	1 Port Darwin 1	1
Chise, s.s.	1 Penelsh, Bq. 1	1
Chibul, s.s.	1 Kosa, s.s. 1	1
Cremosa, s.s.	1 Sin Kolga 1	1
Comet 1	1 Sea Witch 1	1
Camerda, s.s.	1 Senator	1
Calders, s.s.	1 Sea Shadow 1	1
Comptail, s.s.	1 S. Sparhawk	1
Drummond 1	1 Sharpshoot	1
Dorothy, Bq.	2 Soudachi, s.s. 1	1
R. L. Boyd 5	1 Tataros, s.s. 1	1
Esther, s.s.	1 Varua, s.s. 1	1
Ethiopia 6	1 Woodhall 1	1
Ethier Roy, sh. 16	7 Young Greek, Bq. 1	1

### Books, etc. without Covers.

Aberdeen Journal.  
 British Weekly.  
 Boletim Oficial.  
 Church Missionary Gleaser.  
 Church at Home and Abroad.  
 Church Missionary Society.  
 Church Missionary Intelligence.  
 Chamber of Commerce Journal.  
 Corriere di Napoli.  
 Dundee Herald.  
 Electric Free Press.  
 Electrician.  
 Electrical Review.  
 Fortnightly Review.  
 Glasgow Weekly.  
 Le Soleil.  
 Mercantile Navy List.  
 Nautical Magazine.  
 Newcastle Advertiser.  
 New York Herald.  
 Pall Mall Budget.  
 Reporter.  
 Revue des Deux Mondes.  
 Reynolds's Newspaper.  
 The Germanman.  
 The Standard.  
 The Record.  
 The Witness.  
 The Leader.  
 The Scotsman.  
 Weekly Scotsman.

### Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places, at current rates of exchange:—

* Algeria.	* Lagos.
* Amoy.	* Madras.
* Azores Is.	* Malta.
* Bangkok.	* Mauritius.
* Belgium.	* Natal.
* Bermuda.	* Newfoundland.
* Canada.	* New South Wales.
* Canton.	* New Zealand.
* Cape Colony.	* Ningpo.
* Ceylon.	* North Borneo.
† (Constantinople).	* Norway.
* Cyprus.	* Port Darwin.
* Denmark.	* Portugal.
* Egypt.	* Queensland.
* Falkland Is.	* St. Helena.
* Fuchow.	* Seychelles.
* France.	* Shanghai.
* Gambia.	* Sierra Leone.
* Germany.	* South Australia.
* Gibraltar.	* Straits Settlements.
* Gold Coast.	* Swatow.
* Hankow.	* Sweden.
* Hawaii.	* West Indies (British).
* Hoiohu.	* Danish and Dutch.
* Holland.	* Tangier.
* Honduras, (Br.).	* Tasmania.
* Hongkong.	* United Kingdom.
* Iceland.	* United States.
* India.	* Victoria.
* Italy.	* Western Australia.
	* West Indies (Danish and Dutch).

2.—Orders on the Countries marked \* forwarded through the London Post Office and are paid less a small discount of at 2d. in the £1, for which the remitter shall allow. All such orders must be expressed in British currency, and cannot be for any sum less than 10s.

3.—The commission charged is as follows (according to the currency the Order drawn in):—

October, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for India and Java will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo, according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Messrs. P. & O. S. N. Co.'s Office, Great Navigation Company's Office, Hongkong.

*The Contents and Value of Packages are required to be declared prior to shipment.*

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desiring to insure their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOOD Y.,  
Superintendent.

P. & O. S. N. Co.'s Office, Great Navigation Company's Office,  
Hongkong, September 24, 1890. 1667

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADRIN, SUETZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
LEBON.

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 9th October, 1890, at Noon, the Company's S.S. *SAGHALIEN*, Commandant HONKEY, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th October, 1890. (Parcels are not to be sent at board); they must be sent at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE OHAMPEAUX,  
Agent.

Hongkong, September 25, 1890. 1673

**Occidental & Oriental Steam-  
Ship Company.**

**TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.**

THE Steamship *OCEANIA* will be despatched for San Francisco, Yokohama, on THURSDAY, October 3rd, 1890, at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 4 p.m. the day previous to sailing.

First-class Rates granted as follows:—

To San Francisco	\$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	230.00

To other European ports at proportion. Special rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines; Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, may stop at any intermediate port.

Up to £ 2, or £10, or R 20 ..... 0.20 c.  
 " £ 5, or £25, or R 50 ..... 0.40 "  
 " £ 7, or £35, or R 70 ..... 0.60 "  
 " £10, or £50, or R100 ..... 0.80 "  
 " — — — — — R150 ..... 1.00 "

4.—No Order must exceed £10 or (unless drawn on India, when £150 is limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

5.—Money Orders on the United Kingdom for even sums not exceeding £5 granted by means of Postal Notes, and which see separate notice or the Hong Kong Postal Guide.

Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HANMAN,  
Agent.

**STOKES & YOUNG,**  
*Stockbrokers.*  
 Telegraphic Address: "MONTESUMI," Hongkong.  
 140 & 142, G. Road.







## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Arrivals are divided into three columns, according to the place of origin.

Vessels near the Hongkong shore are marked H., near the Kowloon shore K., and the W. in the body of the column.

Shipping or midway, between each shore are marked M., in conjunction with the figures denoting the distance.

## Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

## Section.

7. From Naval Yard to the P. and O. Co.'s Office.
8. From P. and O. Co.'s Office to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	(Vessel) or Agent.	Destination.	Remarks.
<b>Steamers</b>								
Albion	5	Williams	Brit.	1571	Sept. 13	Butterfield & Swire	London, &c.	To-morrow
Alpine	3	Bentley	Ger.	400	Sept. 12	Wiel & Co.	Hobrow, &c.	To-morrow
Belgo	5	Walker	Brit.	2695	Sept. 12	G.O. & O.S.S. Co.	San Francisco	To-morrow
Bonheur	5	Thomson	Brit.	1500	Sept. 9	Gibb, Livingston & Co.	Saigon	To-morrow
Changsha	5	Williams	Brit.	1436	Sept. 11	Butterfield & Swire	Sydney, &c.	To-morrow
Chang Chow	3	Webb	Brit.	1213	Aug. 25	Chinese	Singapore	To-morrow
Chang Hye Tong	3	Scott	Brit.	923	Sept. 2	Dun Hui Chan	Singapore	To-morrow
China	3	Bentley	Ger.	1401	Sept. 9	Edward Schellhaus & Co.	Singapore	To-morrow
Chong	5	George	Brit.	1600	Aug. 30	Butterfield & Swire	Singapore	To-morrow
Hainan	5	Samuelson	Ger.	741	Sept. 12	Melchers & Co.	Singapore	To-morrow
Haiphong	5	Feraud	Chi.	874	Sept. 11	Messageries Maritimes	Haiphong	To-morrow
Medoa	3	Lunt	Chi.	1204	Sept. 12	C.M.S.N. Co.	Haiphong	To-morrow
Memnon	10	Duff	Brit.	825	Sept. 12	Butterfield & Swire	Singapore	To-morrow
Morea	5	Petersen	Ger.	650	Sept. 12	Ed. Schellhaus & Co.	Singapore	To-morrow
Mount Hebron	5	Thomson	Brit.	1500	Sept. 9	Gibb, Livingston & Co.	Saigon	To-morrow
Nansa	5	Walker	Brit.	2695	Sept. 12	G.O. & O.S.S. Co.	San Francisco	To-morrow
Nanzing	5	Galworthy	Brit.	808	Sept. 13	Jardine, Matheson & Co.	Amoy & Manila	To-morrow
N. S. de Lurde	5	Julita	Span.	630	Sept. 13	Chinese	Singapore	To-morrow
Opack	5	Kemp	Brit.	1720	Sept. 12	Arnold, Karberg & Co.	Shanghai	To-morrow
Peshawar	5	Wheler	Brit.	1336	Sept. 13	P. & O. S.N. Co.	Shanghai	To-morrow
Pilot Fish	1	Stuart	Brit.	141	Sept. 13	H. R. & W. Deak Co.	Singapore	To-morrow
Propontia	3	Farrand	Brit.	1387	Sept. 12	Arnold, Karberg & Co.	Singapore	To-morrow
Riversdale	5	Mooney	Brit.	1351	Sept. 13	Adams, Bell & Co.	Singapore	To-morrow
Sapporo	5	Barrow	Brit.	1672	Sept. 13	Butterfield & Swire	Singapore	To-morrow
Straits of Belle Isle	5	Grigg	Brit.	1688	Sept. 12	Adams, Bell & Co.	Singapore	To-morrow
Sungking	5	Dodd	Brit.	994	Sept. 11	Butterfield & Swire	Singapore	To-morrow
Thai Leo	3	Schmidt	Ger.	828	Sept. 8	Meyer & Co.	Singapore	To-morrow
Velox	3	Johnson	Ger.	636	Sept. 11	Melchers & Co.	Singapore	To-morrow
<b>Sailing Vessels</b>								
Annie Stafford	8	Robinson	Brit.	1207	July 21	Arnold, Karberg & Co.	Singapore	To-morrow
Asyria	12	Leary	Brit.	1148	Aug. 9	Stimson & Co.	Singapore	To-morrow
Canelet	8	Mayer	Brit.	370	Sept. 3	Captain	Singapore	To-morrow
Charon Wattana	5	La Cail	Siam.	650	Sept. 1	Captain	Singapore	To-morrow
Constance	8	Shingley	Brit.	1592	Sept. 4	Jardine, Matheson & Co.	Singapore	To-morrow
Deceit	8	Shingley	Brit.	1592	Sept. 4	Jardine, Matheson & Co.	Singapore	To-morrow
Galveston	8	Jackson	Ger.	610	Aug. 27	Chinese	Singapore	To-morrow
George Skiffeld	8	Dunning	Amer.	176	July 11	Russell & Co.	Singapore	To-morrow
J. D. Bishop	8	Meyer	Ger.	1808	Aug. 7	Order	Singapore	To-morrow
Lancefield	9	Burns	Brit.	904	Aug. 7	Order	Singapore	To-morrow
Maroon	3	Commins	Brit.	302	Aug. 11	Jardine, Matheson & Co.	Singapore	To-morrow
Nancy	5	Pederson	Br. lgtine	224	Sept. 1	Russell & Co.	Singapore	To-morrow
N. B. Lewis	5	Johnson	Brit.	1325	Sept. 6	Reuter, Buckelmann & Co.	Singapore	To-morrow
Onaka	5	Johnson	Brit.	617	Sept. 2	Wiel & Co.	Singapore	To-morrow
Penshaw	8	Hookay	Brit.	720	Sept. 10	Gibb, Livingston & Co.	Singapore	To-morrow
Richard Parsons	8	Freeman	Amer.	1116	June 22	Russell & Co.	Singapore	To-morrow
Sam Mercedes	3	Munizaga	Peruv.	245	July 4	Master	Singapore	To-morrow
Sintra	8	Woodside	Amer.	1500	Aug. 20	Russell & Co.	Singapore	To-morrow
Tanapaca	5	Kennett	Brit.	495	Sept. 11	Gibb, Livingston & Co.	Singapore	To-morrow
Walter Siegfried	5	Lawrence	Brit.	394	Sept. 7	Butterfield & Swire	Singapore	To-morrow
William Le Lachur	5	And	Brit.	573	June 19	Gibb, Livingston & Co.	Singapore	To-morrow

## Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacritty	despatch vessel	1411	4	2180	Capt. Chas. H. Adair	Yokohama
Caroline	corvette	1400	14	1440	Captain Clutterbuck	Yokohama
Cordelia	cruiser 3rd class	2680	19	2410	Captain H. T. Grenfell	Yokohama
Essex	g-bt. 3rd class coast defence	363	3	740	1st Lt. Com. Fenison	Hongkong
Electra	gunboat 2nd class	416	4	740	1st Lt. Com. Fenison	Hongkong
Hyacinth	cruiser	1410	8	1190	Captain Robt. W. Craigie	Yokohama
Impetuous	twinscrew battle ship	8460	16	1100	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	19	1500	Captain Burgess Watson	Yokohama
Lincot	gun vessel 2nd class	556	5	740	Com. Arthur V. A. Tisdall	Yokohama
Mercury	cruiser	3730	13	7290	Chas. J. Balfour	Yokohama
Merlin	gunboat 2nd class	430	4	740	1st Lt. Chas. G. H. Yonge	Hongkong
Mutina	sloop	1150	10	1230	Com. Arthur V. A. Tisdall	Yokohama
Pique	gunboat	755	6	1200	Captain E. G. Rason	Yokohama
Porpoise	steed torpedo cruiser	1720	6	2500	Commander R. W. White	Singapore
Rambler	surveying vessel	830	3	690	Captain L. S. Dawson	Shanghai
Rattler	gunboat 1st class	715	6	1200	Captain J. G. Hough	Hongkong
Redpole	gunboat	805	12	600	Captain P. Wm. Freeman	Yokohama
Severn	corvette	4100	12	600	Captain Hall	Hongkong
Solent	torpedo mining launch	750	3	150	Com. Arthur V. A. Tisdall	Hongkong
Swift	gun vessel 2nd class	750	5	1000	Com. Arthur V. A. Tisdall	Hongkong
Torpedo Boat No. 35	—	95	—	—	—	In reserve
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Twoed	g-bt. 3rd class coast defence	363	3	740	Com. Arthur V. A. Tisdall	Hongkong
Victor Emanuel	receiving ship	5167	14	—	Com. Arthur V. A. Tisdall	Hongkong
Wanderer	sloop	925	4	750	Com. Arthur V. A. Tisdall	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450	Com. Arthur V. A. Tisdall	Hongkong

\* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

\* H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian armored cruiser	6000	18	7000	Captain Alexeyeff	Japan
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Rodotoff	Japan
Albatross	Russian gunboat	800	—	—	Captain Pargenoff	Nagasaki
Alliance	U.S. gunboat	615	—	—	Captain A. C. Taylor	Yokohama
Argos	Spanish cruiser	1904	—	—	Captain A. Soler	On a cruise
Asp	French gunboat	470	4	460	Commander Jourmet	Shanghai
Chasseur	French despatch vessel	—	—	—	Captain Bagard	Singapore
Dijigit	Russian cruiser	1500	—	—	Commander Nikonoff	Singapore
Erzengroul	Turkish corvette	1750	—	—	Captain Osman Paşa	Yokohama
Ilia	German gunboat	439	—	—	Captain Ascher	Yokohama
Luna	French gunboat	486	—	—	Captain Nony	Touron
Manifoot	Russian gun vessel	1100	0	1200	Captain Tchukin	Yokohama
Macon	U.S. corvette	1900	6	1170	Com. Arthur V. A. Tisdall	Kobe
Manoah	U.S. sloop	1870	6	1470	Com. Arthur V. A. Tisdall	Shanghai
Omaha	U.S. corvette	2400	12	1150	Capt. Cromwell	Yokohama
Pallas	U.S. gunboat	420	6	500	Com. Arthur V. A. Tisdall	Nagasaki
Plavie	French gunboat	540	—	—	Com. Arthur V. A. Tisdall	Tonkin
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa-Barbara	Haiphong
Sedro	French transport	900	—	—	Com. Arthur V. A. Tisdall	Shanghai
Sivouch	Russian cruiser	2100	—	—	Captain Hesting	Singapore
Sophia	German cruiser	—	—	—	Com. Arthur V. A. Tisdall	Yokohama
Sutara	Portuguese gunboat	500	—	—	Com. Arthur V. A. Tisdall	Yokohama
Tejo	French cruiser	4500	—	—	Com. Arthur V. A. Tisdall	Yokohama
Tromphante	French cruiser	—	—	—	Com. Arthur V. A. Tisdall	Yokohama
Villars	French cruiser	—	—	—	Com. Arthur V. A. Tisdall	Yokohama
Viper	French gunboat	480	—	—	Com. Arthur V. A. Tisdall	Yokohama
Yui	German gunboat	384	—	—	Com. Arthur V. A. Tisdall	Yokohama

## SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

## WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Fookang	Brit. str.	—
Kwang Lee	Chi. str.	Shanghai

## AMOI.

In port on September 7, 1890.

## MERCHANT STEAMERS.

Vessel's Name.	Flag & Rig.	Destination.
Kaitan	British	—
Sishan	British	—

## MERCHANT SAILING VESSEL.

Vessel's Name.	Flag & Rig.	Destination.
Clara Babuyan	Brit. bgo.	—
Lucia	Brit. bgo.	—
Mauna Loa	Brit. sh.	—

## FOOCHOW.

In port on September 3, 1890.

## MERCHANT STEAMERS.

Vessel's Name.	Flag & Rig.	Destination.
Hacshin	Chinese	—
Anchises	British	—
Sin Nanzing	British	—

## MERCHANT SAILING VESSEL.

Vessel's Name.	Flag & Rig.	Destination.
Helvig	Brit. bgo.	—
Sea Swallow	Brit. bgo.	—

## SHANGHAI.

In port on September 3, 1890.

## MERCHANT STEAMERS.

Vessel's Name.	Flag & Rig.	Destination.
Agamemnon	British	—
Aushin Maru	Japanese	Nagasaki, &c.
Bokharu	British	—
Chiyuen	Chinese	—
Chungking	British	—
Chio	Geyman	—
Congo	French	—
El Dorado	British	—
Hae-an	Chinese	Hankow, &c.
Hae-chang	Chinese	—
Kobe Maru	Japanese	—
Kung-wo	British	—
Moyunc	British	—
Nagasaki	British	Ningpo
Ngachwang	British	—
Pechili	British	—
Singhai	French	—
Singon	British	—
Store Nordiske	Danish	—
Taiwan	British	—
Taiwo	British	—
Tamsui	British	—
Tecur	British	—
Wla-on	British	—
Wuchang	British	—
Ying	British	—
Yunnan	British	—

## MERCHANT SAILING VESSEL.

Vessel's Name.	Flag & Rig.	Destination.
Aurora	Brit. bgo.	—
Charley	Brit. bgo.	—
Content	Brit. bgo.	—
General Butler	Brit. bgo.	—
Luzon	Amer. sh.	—
Nancy Pondleton	Amer. bgo.	—
Siam	Siam. bgo.	—
Titan	Amer. sh.	—

## NAGASAKI.

In Port on August 30, 1890.

Vessel's Name.	Flag & Rig.	Destination.
Astrucina	Brit. sh.	—
Kingsport	Brit. sh.	—
Kozaki Maru	Japan. bgo.	—

## YOKOHAMA.

In port on August 27, 1890.

Vessel's Name.	Flag & Rig.	Destination.
Anahua	Amer. sh.	—
Austriana	Brit. sh.	—
Esmeralda	Brit. sh.	—
Hamburg	Brit. bgo.	—
John Gill	Brit. bgo.	—
Legado	Amer. bgo.	—
Manuel Laguno	Amer. sh.	—
Norma	Brit. sh.	—
Wachusett	Amer. sh.	—

## HIOGO.

In port on August 29, 1890.

Vessel's Name.	Flag & Rig.	Destination.
Macedon	Brit. sh.	—
St. John	Amer. sh.	—

## MANILA.

In Port on September 1, 1890.

Vessel's Name.	Flag & Rig.	Destination.
Barden Tower	Brit. str.	Liverpool
Isla de Panay	Span. str.	L'pool, Spain

## MERCHANT SAILING VESSELS.

Vessel's Name.	Flag & Rig.	Destination.
Helga	Brit. sh.	San Francisco
Spartan	Amer. bgo.	discharging

## CEBU.

In port on August 26, 1890.

Kozaki Maru	Japan. bgo.	
—		
YOKOHAMA.		